TIME LIMITS/MAINTENANCE CHECKS

1. Scope

A. This chapter gives the time limits and maintenance checks for the Model 208/208B airplanes. It is divided into several sections, each with a special purpose toward providing information necessary to establish inspection criteria. Refer to the Description section for detailed information concerning each of these sections.

NOTE: In accordance with Title 14 of the Code of Federal Regulations (CFR) 23.1529, Chapter 4 (Airworthiness Limitations) of this manual is published as a separate document. Refer to Chapter 4 for those components that have a mandatory inspection and components replacement schedule.

NOTE: For EASA-certified airplanes, the Chapter 4 Airworthiness Limitations section is applicable to airplanes with less than 50,000 flight hours. Flight beyond 50,000 flight hours is prohibited until new or revised FAA-approved Airworthiness Limitations are obtained.

NOTE: The time limits and maintenance checks recorded in this chapter are the minimum requirements for airplanes operated under normal conditions. For airplanes that operate in areas where bad conditions can be found, such as, high salt coastal environments, areas of high heat and humidity, areas where industrial or other airborne pollutants are present, extreme cold, unimproved surfaces, etc., the time limits shall be changed as necessary.

NOTE: It is recommended that all Cessna Model 208/208B owners use a maintenance tracking system which gives an easy procedure to monitor and schedule inspections, Service Bulletins, Service Kits, Airworthiness Directives, and scheduled and unscheduled maintenance activities.

NOTE: It is the responsibility of the owner or operator to obtain specific approval from their local airworthiness authority for any alteration to the inspection program.

B. Chapter 4 of this manual is FAA approved and issued separately from the maintenance manual. Some inspection interval and life limit requirements of Chapter 4 possibly will not agree with the current Chapter 5. When there is a conflict between the two chapters, Chapter 4 requirements must always be followed. Chapter 5 requirements will be made to agree with Chapter 4 at the next revision to the manual.

C. Inspection Documents that begin with the letter M are those inspections found in Chapter 4. These were added because there can be no grace period for these inspections.

2. Inspection Requirements

NOTE: One of the two types of inspection programs described below should be selected as early as possible. The inspection program timing begins from the Date of Airworthiness and for some components, the date of manufacture. Inspections may begin soon after delivery.

NOTE: Operators should make a logbook entry to indicate which inspection type is being used.

A. Two basic types of inspections are available for the Model 208/208B.

(1) Annual/100 Hour Inspection:

(a) US?registered civil aircraft that meet the requirements of 14 CFR 91.409(a) must complete an Annual Inspection every 12 months.

(b) US?registered civil aircraft that must complete an Annual Inspection must additionally complete a 100 Hour Inspection if the airplane carries passengers for hire or provides flight instruction as required by 14 CFR 91.409(b)

NOTE: An Annual/100-Hour Inspection must be completed using an inspection checklist that includes the scope and detail of items contained in 14 CFR Appendix D to Part 43. It is recommended that Model 208/208B operators utilize the Inspection Checklist provided in this manual, Inspection Document 0A, and Chapter 5-20-00, Task 5-20-00-750.

NOTE: Operators that complete an Annual / 100 Hour Inspection are not required to complete tasks in the Task Based Inspection Program that are not part of their inspection checklist.

(2) Task Based Inspection Program (TBIP):

NOTE: The TBIP is Textron Aviation's Standard Manufacturer's Recommended Maintenance Program for the Model 208/208B. The TBIP may be used by US-registered Part 135 operators as the basis for an Approved Aircraft Inspection Program under 14 CFR 135.419. US-registered Part 91 operators may also use the TBIP if they receive specific approval from their

local Flight Standards District Office to use the TBIP in lieu of an Annual/100-Hour Inspection program. Operators using the TBIP as the basis for their Instructions for Continued Airworthiness do not need to complete Inspection Document 0A and Chapter 5-20-00 or Task 5-20-00-750.

NOTE: For Non-US-registered airplanes, the TBIP is Textron Aviation's Standard Manufacturer's Recommended Maintenance Program for the Model 208/208B. The TBIP tasks are listed in Inspection Document 5-10-01 Task Based Inspection Time Limits and does not include Inspection Document 0A. The purpose of Document 0A is to provide a means of accomplishing an Annual or 100 Hour Inspection per United States regulation 14 CFR 91.409(a) or (b). Inspection Document 0A is not applicable to non-US operators unless a regulatory agency requires the operator to perform an inspection similar to an Annual or 100 hour Inspection.

(a) The following operators may use the TBIP program:

1 US-registered Part 135 operators can use the TBIP as the basis for an Approved Aircraft Inspection Program (AAIP) under 14 CFR 135.419.

2 US-registered fractional (Part 91K) operators can use the TBIP as the basis for an Approved Inspection Program (AIP) under 14 CFR 91.1109(b)(1).

3 US-registered operators or non-US operators that receive specific approval from their local regulatory authority to use the TBIP as the basis for an inspection program.

NOTE: Operators that use the TBIP are not required to complete the Annual/100 Hour Inspection found in Document 0A.

B. All operators that complete an Annual/100 Hour Inspection or use the TBIP must still consider several other aspects of aircraft maintenance including: Airworthiness Limitations, Component Time Limits, Regulatory Inspections, Airworthiness Directives, ICA Supplements, STC Modifications, Service Letters and Service Bulletins, Supplier Information, and Discretionary Maintenance.

3. Description

NOTE: Given below is a detailed description and the purpose of each section of this chapter.

A. Section 5-00-00, Time Limits/Maintenance Checks - General. This section gives a description and purpose of each section of this chapter.

B. Section 5-10-01, Task Based Inspection Time Limits.

(1) This section supplies a list, in chart format, of all of the inspection and service requirements which must be done for aircraft currently using the TBIP. Each page has the six columns that follow:

(a) Revision Status gives the date that an item was added, deleted or revised. A blank entry in this column shows no change was made since the reissue of this manual.

1 New inspection requirements (intervals, allowable tolerances, and task verbiage) and changes to existing inspection requirements become effective on the revision date of the change, unless otherwise noted. Compliance with a new or revised inspection requirement must be accomplished no later than the next scheduled interval of the changed item or at the originally scheduled interval before the revision took place, whichever occurs first. An inspection, in progress at the time of a new revision, may be completed using the inspection criteria in effect when the inspection was initiated.

(b) The ITEM CODE NUMBER column gives a seven-character, alphanumeric code that is related to each inspection. The item code number does not change. The alphanumeric code contains one letter and six numbers. The letter at the start of the code is A, B, C, or D. Refer to the list that follows for a description of the code:

- The letter A shows that a visual inspection is necessary
- The letter B shows that a functional check or an operational check is necessary
- The letter C shows that a lubrication is necessary
- The letter D shows that a clean, service, or replacement is necessary.

(c) The Task column gives a short description of the maintenance item and are supplied in chapter order.

(d) The Interval is an alphanumeric code character that shows the frequency of the item. The frequencies for each

code are given in Chapter 5-10-00.

(e) The CH SE SU is a reference to the applicable Inspection Document that currently has the inspection item.

(f) Applicable Zone refers to the physical location(s) in the airplane where the item is. Most functional and operational tests do not give a zone, but a code which shows the special conditions required to do the test. The codes and conditions are as follows:

ALL - This code and condition is applicable to the entire airplane.
ENG - Airplane engine to be running.
AUX - External source of electrical power. Airplane engine power sources shall not be used for these tests.

NOTE: It is possible to do many of the tests in the AUX category with the airplane's battery power. However, it is not recommended because of the power drain on the battery.

BAT - These tests must be done with the component powered by the airplane's battery or the batteries built into the individual component, like the ELT or other components with internal battery power.
LAB - Is when special equipment is used which requires that the component be removed from the airplane and taken to a place equipped to do the check or calibration.
FLT - The test is to be done during a flight.

(2) The primary purpose of the Inspection Time Limits section is to give a complete list of all inspection items in an order that lets the information given previously be easily found. This section is not to be used as a method to examine the airplane.

(3) The Inspection Time Limits Chart shows the recommended intervals at which items are to be examined for normal use in average environmental conditions. Airplanes operated in very humid areas (tropics), or in very cold, damp climates, etc., can need more frequent inspections for wear, corrosion, and lubrication. When the airplane is used in these conditions, complete periodic inspections that agree with this chart at more frequent intervals until the operator can use field experience to set his own inspection periods. Refer to Chapter 5, Scheduled Inspection Program for additional information.

C. Section 5-10-02 Annual / 100 Hour Inspection Time Limits. This section gives the task number detailing the Annual / 100 Hour Inspection Checklist items.

D. Section 5-11-00, Component Time Limits. This section gives a list of overhaul or replacement intervals for components in chapter order. These requirements are not given in the 5-10-01 Task Based Inspection Time Limits. The component overhaul or replacement criteria must be used to find the correct action for the components in the list. These requirements must be worked into the scheduled inspection program to supply a complete inspection program.

E. Section 5-15-00, Scheduled Inspection Program.

(1) This section gives information about the scheduled inspection programs.

(2) Section 5-15-XX provides Inspection Documents that list the Inspection Tasks to be completed at a given interval. The last two characters give the subject of the chapter-section-subject identification.

F. Section 5-14-00, Listing of Supplemental Inspections

(1) This section has a matrix or cross-reference table for the Supplemental Inspection Documents to the Task Inspection Documents.

G. Section 5-20-00, Annual / 100 Hour Inspection Checklist. This section contains the inspection information for the Annual / 100 hour inspections for Aircraft operating under CFR 14 Part 91 (a) and (b).

H. Section 5-50-00, Unscheduled Maintenance Checks. This section has the inspections and checks which can be required because of special or unusual circumstances and do not have regular repeated intervals to be done.